Willa Brown
Atlanta Daily World
Seeks Aiport In
Atlanta, Ga.
Chicago
Thu. 2-3-49

Chicago-(ANP)- Veteran Aviatrix Willa B. Brown announced last week that she was seeking federal aid for a plan to establish a Negro airport to be manned by Negroes in the Chicago area. Thu. 2-3-49

Miss Brown said she intended to confer with officials of the civil aeronautics associations. Senators Scott Lucas and Paul Douglass of Illinois, and other congressman on her project. However, there was no statement whether she contacted Congressman William Dawson.

She said that she could carry out her proposal immediately if federal funds were forthcoming.

Miss Brown is well-known for her work in aviation in this area. In 1942 she received a trophy from Governor Dwight Green of Illnois for distinguished contribution to aviation. She was Republican candidate for congress in 1946.

Mystery Of Vanished Plane, 32 Aboard, Is Still Unsolved

Chicago Defender 7-30-49

WASHINGTON, July 20 — (AP) — The Civil Aeronautics Board says it has never been able to find out what happened to the airplane which disappeared between San Juan, Puerto Rico, and Miami, Fla., last Dec. 28.

Twenty-nine passengers and three crew members were aboard the plane when it vanished. In the plane's last radio contact, when it was reported to be about 50 miles south of Miami, the crew had reported no difficulty.

* * *

THE CRAFT, a DC-3, was owned by Karl Knight, of Miami, and leased to Airborne Transport, Inc.

A CAB investigation report said that, although the cause of the apparent crash can not be definitely established, available evidence indicates that "at the time of takeoff, the aircraft did not meet the requirements of the operating certificate." The board said it appears the plane had an overload of about 118 pounds at the takeoff, that its radio transmitting was not functioning properly.

Disappearance of the plane led to a six-day search extending from Puerto Rico to North of Charleston, S. C.

'Calculator' Governs All Airplanes Bound to Field

Afro American

Keeps Pilots Informed on Whether or Not They Are Maintaining Legal Air Clearance

By JAMES L. HICKS

NEW YORK (NNPA) — The next time you take to the airwaves and make a safe landing at New York's busy LaGuardia Airport, take a look at the small Civil Aeronautics Authority building there and whisper a silent "thanks" to ex-99th Fighter Squadron Pilot James B. Knighten.

The odds are about one hundred to one that Knighten is the man responsible for bringing you in safely. You see Knighten is a "calculator" at La Guardia Field.

That still doesn't mean anything to you, does it? Well, let's put it this way:

Suppose you boarded the plane at Chicago. When you passed over Brookfield, Penn., the CAA which governs your entire flight, placed you in Knighten hands.

Governs Plane Traffic

From that point on he held the responsibilty of seeing to it that your plane maintained "legal clearance," that is, did not crash into another plane in the air until you passed into control of the control tower at La Guardia.

In other words, in a specified radius of hundreds of miles north and south, east and west around La Guardia, Knighten, when he is on duty, bosses the air lanes in which you travel.

If you are coming in from the south, Knighten picks you up at Philadelphia. If you are traveling from the southwest he takes you under his wing at Harrisburg. Once you pass into Knighten's control he begins to tell your pilot what to do.

Necessary Task

With the thousands of planes coming into La Guardia daily it is necessary that some central authority work out a system so that they will not all come in on the same air lane or crash into each other at points where the various air lanes cross.

To guard against such mishaps, Knighten sits at a flight control board in the CAA building and maintains contact with all planes bound for La Guardia.

There are certain points along each given air lane over which each pilot must pass and when he passes over these points en route to the field he is required to report to the calculator.

Maintains Exact Picture

From this information Knighten is able to maintain an exact picture as to the location of the various planes and to immediately warn a pilot when he is flying into the direction of another plane or in the language of the Air Corps, is failing to maintain "legal clearance."

Legal clearance requires that one plane fly 1000 feet above or beneath another in altitude and that they remain 10 minutes or 40 miles apart in distance.

At points where the pat two planes cross, the clear requires that one plane shall cross the particular point unt ten minutes after another plane has cleared the point.

Tough Bad Weather Job

On days of inclement flying weather, when pilots are flying by instruments alone and may have become lost, Knighten's job takes on a particular importance.

He must chart the location of various planes, warn them of planes in their vicinity and select routes for them to follow so that they will not meet with other planes.

To do this he must calculate the speed of the plane, the number of planes in its area and accurately figure when a certain plane will pass a certain point. To make an error in such calculations may prove fatal.

Handles Banks of Planes

It is not uncommon in bad flying weather for a calculator to have nine banks of planes flying in a radius of La Guardia waiting for clearance to come in.

If the field is closed or partially closed at such times, Knighten must maneuver to keep them flying around up there in altitudes up to 9,000 feet until he can drop them down by bringing in the lowest ones first then the next lowest and so on.

When the situation becomes too crowded above there is nothing left for Knighten to do but send the pilots on to another field which is clear. Thus a plane which leaves New York for Washington in bad weather may end up in Detroit because calculators at the various fields cannot find legal clearance for them to come in.

Completed 81 Missions

A former fighter pilot with the original 99th Pursuit Squadron, Knighten, a native of Tulsa, Okla., is a veteran of 81 missions overseas and earned the Air Medal and the Oak Leaf Cluster during the war.

Married to the former Luana Robinson of St. Louis, he has been on the calculator's job at La Guardia for 18 months and has never had an accident. The position, a Federal Civil Service post, has a starting salary of $3,700 a year with the first raise going to $4,800.

Knighten is not only the only colored calculator in the United States but is also the only colored pilot from New York in the Air Corps' Reserve Unit at Floyd Bennet Field.

Charles Foxx First Of Race In Big Air Show

Journal and Guide Sat 10-8-49

NORFOLK—Charles Foxx, local flying instructor and owner-manager of the Foxx Flight Service in Norfolk, was the only member of his race to participate in the third annual air show on Sunday, Sept. 25, at the Raleigh-Durham Airport.

The show which was sponsored by the Junior Chamber of Commerce attracted about 15,000 spectators including about 1,000 colored people. Mr. Foxx, who is believed to be the first colored flyer to participate in the show, did acrobatic stunts at the show.

The MC for the show was "Flannel Mouth" Don Stremmel, who recently announced the Cleveland Air Races. The program started at 1:45 p. m. with music by the 82nd Airborne Band and the first plane flight began at 2:09 p. m. Mr. Foxx did his acrobatics from 3:50 to 4:05 and was lustily cheered for his thrills and skill in handling the plane.

Mr. Foxx began his flying career in 1939 at Tuskegee Institute. During the war he was an instructor for U. S. Army Air Corps. In February, 1947, he opened his flying school here in Norfolk at Glen Rock Airport.

Seven of Mr. Foxx's students flew to Durham to see the show and were guests of the Bronze Wing Flying Club of Durham.

CHARLES FOXX

The 1949 turkey crop in North Carolina will be about 35 per cent larger than last year.

Atlantic Airlines Offers Plane Service in Carolina

Apro. Baltimore, Md. Sat. 2-4-49

Launching their twin-engined flagship, "Diplomat," the Atlantic Airlines Charter sponsored an Eastcoast goodwill tour this past week end. Shown as they disembarked, are three of the foursome who made the flight: l. to r., Ed Gibbs, pilot (leaving the cabin); Robt. T. Chestnut and E. P. Moore. Not pictured is Mr. Foster F. Burnett Jr. The Atlantic Airlines Charter is a non-scheduled air line in Wilmington, N.C., renders on-the-minute service primarily to bu siness and professional men, who find meeting existing train, bus and plane schedules bothersome. Its officials are: Wade Chestnut, president; E. A. Gibbs, vice president and general manager; E. P. Moore, secretary and Treasurer; and W. T. Ledford, chief of maintenance.

Absence Of Women Fliers Noted At Earhart Ceremony

Daily World Date 10-22-49

WASHINGTON -(ANP)- When women pilots from all over the country gathered at the National Air museum of the Smithsonian institute last Friday to pay a nation's tribute to its foremost woman flier, Amelia Earhart, the absent of Negro women pilots was very conspicuous.

Atlanta Ga.

The dedication culminated the three years of effort by members of Amelia Earhart Post 678 of the American legion at Los Angeles, Calif., to have the pioneer flyer memorialized with other aviation greats at the Smithsonian.

Mrs. Amy Otis Earhart, the 86-year-old mother of the late famous, wiry, tousel-haired aviatrix said in a thin, trembling voice, "I always thought she crash landed, maybe on a tiny coral atoll....But it's been so long since then...." With her words breaking off, the smartly dressed, white haired lady pulled the curtain unveiling the display which will stand in the National Museum to keep alive the name of her famous daughter.

BESSIE COLEMAN

Miss Earhart disappeared on June 2, 1937, during a 2,500 mile flight from Lea, New Guinea, to the Howland Islands. It was one leg of a planned round-the-world trip begun at Oakland, Calif. Exhaustive search failed to disclose the fate of either the aviatrix or Fred Noonan, her navigator.

While the name of Amelia Earhart deserves a place in the archives for posterity because she accomplished so many first, still one could not help but recall the name of a well-known Negro woman pilot, Bessie Coleman, who was killed in an air crash 11 years before Amelia's disappearance. No effort has been made to preserve the name of Bessie Coleman who died on her post of duty in 1926, when air transportation was a virgin field as far as women in general were concerned. Then it was extremely new and different for Negro women.

DOROTHY DARBY

No permanent record, as far as could be determined, has been kept of Dorothy Darby, a Negro flyer who made a non-stop flight from New York to Los Angeles as early as 1936.

It is understood that prejudice and discrimination against Negro women both in training and employment, has been effective in keeping their entrance into the aviation field at the minimum, still several have invaded the field and made a name for themselves and have been a credit to their sex and their race.

Perhaps one of the best know Negro women pilots today is Willia B. Brown of Chicago. Her aviation career dates back to 1933 when she was enrolled in the Aeronautical University in Chicago and took a master mechanics course.

There were only 37 Negro women in the air transportation industry in 1940 when the last U. S. cenus was taken, however this number increased immensely during the war when women were reported as study-aviation at Tuskegee, Durham, N. C., and Los Angeles.

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Civilian

Planting and Dusting Crops From Air Often Dangerous Work

Daring Flyers Streamline Farm Work With Airplanes — No Less

Journal and Guide Sat. 10-8-49 Norfolk, Va.

By JOHN JORDAN

PORTSMOUTH, Va.—Farming with airplanes is helping the modern farmer to keep pace with the assembly lines and mass production of other industries. And it provides a way for pilots, to make a living, that is if they can't find anything else to do.

Most of the aviators manage to find something else to do, for farm work in airplanes is dangerous business — even for expert flyers. However, there are a few brave souls who find profitable employment in "dusting" crops and planting seeds with airplanes on the nation's great farms. Such a daredevil is Lawrence E. Anderson, 46 Manly street, Portsmouth, a former aviation instructor and mechanic at Tuskegee Primary Air Base.

FARM FLYING

Mr. Anderson, who also serves as an aviation instructor at Roosevelt Airport, near Portsmouth, has just completed a season of crop dusting, which started in June. This year he did most of his flying around the farms of North Carolina. He is believed to be the only colored flyer engaged in that sort of business.

Crop "dusting" with airplanes is a comparatively new technique used in fighting insects, beetles and various diseases that are injurious to plants. This work, in past years a long and costly project is now being done quickly and economically with cub planes.

Certain types of seeding can also be done with planes. An expert pilot in a cub plane can plant a field of grass in a matter of minutes. Wheat, oats, rye and rice are among the other crops that can be planted quickly and efficiently with the help of planes. These new techniques are opening a brand new field in aviation . . . . airplane farming.

DANGEROUS WORK

In many ways, this business of crop dusting is more dangerous than combat flying. In the first place, the plane engaged in dusting must fly very low, literally rolling its wheels on top of the plants. The pilot must always be ready to turn sharply so as to fling the dust on plants growing under or near trees. He must be ever alert to avoid crashing into telephone or electric wires.

The flying crop duster must be able to land his plane on highways, dirt roads or in cow pastures. He has to fly either over wires or under them, and he has to avoid buildings and trees, using sharp turns or fast elevation. He must know all of the tricks of flying and his plane has to be in tip top condition at all times — or else!

And that's not all. The flying crops duster must know how to control the distribution of the chemical particles so as not to overload the acreage. Too much of the poisonous powder would kill the plants; not enough would not kill the beetles.

APPLIED SCIENCE

The pilot must measure the windrift and the speed of his plane; and he must regulate the discharge gate of the chemical hopper to fit these conditions. The right combination of these adjustments, etc., results in just the right coating of "dust" settling on the plants.

The flying crop duster must know the problems of farmers. He must be able to speak their language. Farmers are usually very practical people who must have the job done effectively and economically.

When Mr. Anderson arrives for work, the white farmers are usually very surprised to see a colored pilot step from the plane. But he hasn't had much racial trouble. When the farmers find that he can do the job efficienlty, they are happy.

PARDON MY DUST

Dusting and seeding with planes can be made into a year-round job. In Fall and Winter the dusting fly boys are working in South Carolina, Georgia, Florida, Texas and California. So far Mr. Anderson has confined his dusting to the Summer months in Virginia and North Carolina.

In the near future he hopes to go into the airplane farming business in a big way. He would like to own several planes and hire additional pilots in the expanding enterprise.

Pilot Anderson knows from personal experience that two flyers can dust 1,200 acres in about a day and a half, using about 25,000 pounds of dust. There's good money in that kind of turnover.

VETERAN PILOT

The 28-year-old pilot is a native of Greensburg, Pa., and learned to fly at the Greensburg Airport. He obtained his private pilot's license in 1937 and his commercial pilot's license in 1939. He worked in aviation at Pittsburgh until 1942 when, at Government request he took the assignment at Tuskegee. He helped to train many of the men of the famed 99th Fighter Squadron and the 332nd Fighter Group.

Mr. Anderson came to Norfolk in 1946 as flight instructor at the Municipal Airport and at Glenrock Airport. In 1948 he became an instructor at the Roosevelt Airport.

FUTURE IN FLYING

"I see a bright future in airplane farming," Mr. Anderson observed this week, "Farmers are rapidly coming to realize the advantages of plane dusting and planting. They are finding that the job can be done better by plane . . . . and the cost is less. The big thing is to get the job done safely. No farmer wants to feel that he caused the death of a pilot . . . ."

Horses and mules vanished from many farms years ago. Everything is being done mechanically. Now, the airplane has joined the tractors and other machines to streamline the production on America's farms.

LAWRENCE E. ANDERSON

Ace Pilot To Fly In Air Show

Civilian

Journal and Guide

MIAMI, Fla.—a Negro pilot will participate in the Miami All-American Air Maneuvers for the first time in the show's history.

Officials last week announced that Charles R. Foxx, 31, ex-GI air ace, will participate in the 18th annual All American to be held Jan. 13-15 at Opa Locka airport.

Foxx will perform a series of daring stunts at a low altitude. For the past few years he has been a feature of numerous air shows.

Sat. 12-31-49

The ace stunt man is a graduate of Tuskegee institute. He learned to fly there although he was graduated from the institute in 1940 which with a degree in printing. In his post-school life, however, he has majored in flying and minored in printing.

In Norfolk, Va., he operates a Class A flying school, one of the few in the nation approved by the Veterans administration. He has five training planes for the school.

As a printer, Foxx has worked for the Norfolk Journal and Guide and also for the Florida News Printing company in his hometown, West Palm Beach, Fla.

For the Miami air show he will fly his own Boeing biplane which has its own smoke device.

A limited number of tickets are being sold to Negroes for the show.

Woman Licensed To Pilot Ship

Louisville, Mass. Courier-Journal 6-19-49

MASHPEE, Mass. — Mrs. Grace Houston is the first Negro woman in the East ever to be granted a navigator's license by the United States Maritime Commission, it was learned here.

Mrs. Houston's husband operates a 40-foot cabin cruiser between Cape Cod and Martha's Vineyard and Nantucket Islands. She is employed in the Boston City Hospital.